NTSB General Aviation Safety Forum

Simulator Use in General Aviation Training

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Most Commonly Asked Question

- How many hours can you log in the simulator?
- Answer: It Doesn't Matter or Who Cares
  - Both answers are correct

Redbird Skyport

- Where do people learn more effectively?
- Where can people practice more frequently?
- Where is the safest place for people to learn?

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Simulator Centric Training Model

- Learning in an Aircraft is Suboptimal
- Teach to Proficiency in Simulator
- Student Demonstrates Mastery in Aircraft
- Develop Better, Safer Pilots Faster at a Lower Cost

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Importance of GA Simulator Training

- Reduces Cost
  - Skyport PPL average of 35 SIM hours, 32 Aircraft hours
  - National Average, per AOPA, is 84 hours
- Reduces Training Variability
  - No WX or Instructor related cancellations
  - No Distractions or Fear; More Conducive to Learning
  - No Dropout Rate vs. 78% National Average (AOPA)

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Importance of GA Simulator Training

- Creates Better Pilots
  - High Altitude, High Heat simulations
  - Mountain Flying
  - Inadvertent IMC
  - IMC/WX Scenarios for Instrument Students
  - Engine Out after Rotation for Multi Students
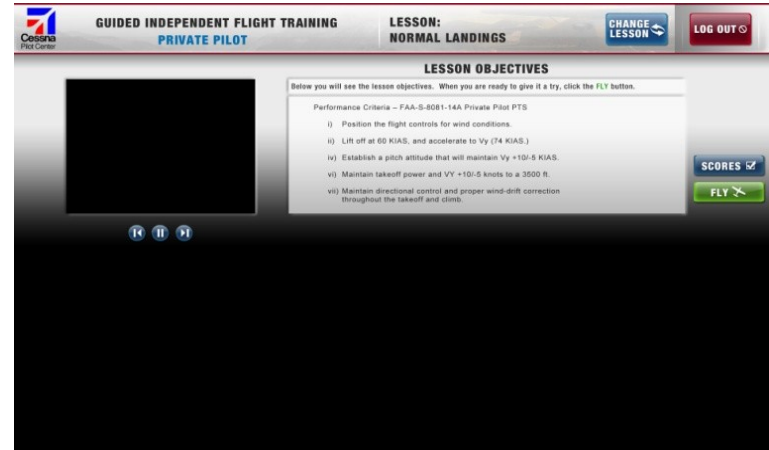 - PRACTICE, PRACTICE, PRACTICE

Evolution of Simulators

- Replacement of Aircraft (many still here)
- Training Device (trending up)

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- Instructorless Training
- Artificial Intelligence Driven Simulation
- Potential for Real Crazy Stuff 7-10 Years Out

Summary

- Not Only Works – Should be preferred method
- Not New – Adapting Military/Airline Methods for GA
- Don't Wait on Regulatory Changes
- Lead in Developing New Generation of Pilots

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